

Earnings Release | 4Q & FY 2025

Resilient profitability amid macroeconomic and operational challenges

Mexico City, February 27th, 2026 - Grupo Viva Aerobus, S.A. de C.V. ("Viva"), the parent company of Aeroenlaces Nacionales S.A. de C.V., announced today its 4Q and FY 2025 financial results.

US\$ Million ¹	4Q 2025	4Q 2024	% Var	12M 2025	12M 2024	% Var
Financial Highlights						
Total Operating Revenue	680	669	1.8%	2,376	2,565	-7.3%
Operating Profit (EBIT)	100	138	-27.2%	185	485	-61.9%
EBIT margin	14.8%	20.6%	-5.9pp	7.8%	18.9%	-11.1pp
Net Income	56	68	-16.9%	52	227	-77.1%
Net Income margin	8.3%	10.1%	-1.9pp	2.2%	8.9%	-6.7pp
EBITDAR	283	283	0.1%	873	1,077	-18.9%
EBITDAR margin	41.7%	42.4%	-0.7pp	36.8%	42.0%	-5.3pp
Operational Highlights						
ASMs (millions)	6,481	6,207	4.4%	24,870	23,358	6.5%
TRASM (US cents)	10.50	10.77	-2.6%	9.56	10.98	-13.0%
CASM (US cents)	8.95	8.55	4.7%	8.81	8.90	-1.0%
CASM ex-fuel (US cents)	6.32	5.88	7.5%	6.14	6.02	2.0%
CASM fuel (US cents)	2.62	2.67	-1.6%	2.67	2.88	-7.3%
Load Factor (scheduled, RPM/ASM)	85.2%	87.4%	-2.1pp	86.0%	87.3%	-1.3pp
Booked passengers (thousands)	7,840	7,452	5.2%	29,957	27,695	8.2%

(1) Figures in US\$ unless otherwise stated. Viva's functional and reporting currency is the U.S. Dollar.

Juan Carlos Zuazua, Chief Executive Officer, commented:

"During 2025, we demonstrated the adaptability of our ultra-low-cost model amid a challenging operating and macroeconomic backdrop, following an exceptional 2024 characterized by a uniquely favorable market environment. As conditions softened and consumer behavior became more cautious, we proactively prioritized margin protection, aligning capacity with demand while maintaining operational reliability.

Revenues reached US\$2,376 million for the year, supported by capacity growth of 6.5% and nearly 30 million passengers. Performance was affected by economic and geopolitical headwinds, aircraft groundings, FX pressures from Mexican peso depreciation, particularly in the first half of the year, and operational disruptions. Despite this, we delivered EBITDAR of US\$873 million, with a 36.8% margin, and net income of US\$52 million, marking our fifth consecutive year of bottom-line profitability.

We closed the year with US\$786 million in liquidity, representing 33.1% of last twelve months' revenue, and net leverage of 2.3x, reflecting the strength of our balance sheet and providing flexibility to navigate changing market conditions. During the year, we also reached the 100-aircraft milestone and strengthened our financial position through a new US\$300 million term loan facility.

As we move forward, we remain focused on the factors within our control, staying agile as market conditions evolve while executing with discipline to drive margin resilience and support sustainable long-term growth."



4Q & FY 2025 Highlights

US\$ Million ¹	4Q 2025	4Q 2024	% Var	12M 2025	12M 2024	% Var
Total Operating Revenue	680	669	1.8%	2,376	2,565	-7.3%
TRASM (US cents)	10.50	10.77	-2.6%	9.56	10.98	-13.0%
ASMs (millions)	6,481	6,207	4.4%	24,870	23,358	6.5%
Load Factor (scheduled, RPM/ASM)	85.2%	87.4%	-2.1pp	86.0%	87.3%	-1.3pp
Total Operating Expenses	580	531	9.3%	2,191	2,080	5.4%
CASM (US cents)	8.95	8.55	4.7%	8.81	8.90	-1.0%
CASM ex-fuel (US cents)	6.32	5.88	7.5%	6.14	6.02	2.0%
CASM fuel (US cents)	2.62	2.67	-1.6%	2.67	2.88	-7.3%
Operating Profit (EBIT)	100	138	-27.2%	185	485	-61.9%
EBIT margin	14.8%	20.6%	-5.9pp	7.8%	18.9%	-11.1pp
Income before income tax (EBT)	75	100	-25.2%	69	313	-78.0%
EBT margin	11.0%	14.9%	-4.0pp	2.9%	12.2%	-9.3pp
Net Income	56	68	-16.9%	52	227	-77.1%
Net Income margin	8.3%	10.1%	-1.9pp	2.2%	8.9%	-6.7pp
EBITDAR	283	283	0.1%	873	1,077	-18.9%
EBITDAR margin	41.7%	42.4%	-0.7pp	36.8%	42.0%	-5.3pp

(1) Figures in US\$ unless otherwise stated. Viva's functional and reporting currency is the U.S. Dollar.

Total Operating Revenues decreased 7.3% to US\$2,376 million for the year, reflecting lower unit revenues due to a high comparison base, softer macroeconomic environment, and FX impact from Mexican peso depreciation. This performance was driven by fare revenue decline, with TRASM decreasing 13.0% to US\$9.56.

During 2025, Viva's total passengers increased 8.2% to 29.96 million, reflecting stable demand in the domestic and international markets. Ancillary revenues increased 0.3% to US\$1,125 million compared to 2024, representing 47.3% of total revenues.

Total Operating Expenses increased 5.4% to US\$2,191 million for the year. This increase mainly reflects expanded capacity coupled with persistent Pratt & Whitney engine challenges, including the use of short-term leases (ACMLs) to sustain operations. These factors were partially offset by lower fuel prices and a positive FX impact due to Mexican peso depreciation during the period.

CASM decreased 1.0% to US\$8.81 for the year, reflecting a 7.3% reduction in CASM fuel to US\$2.67, coupled with an increase of 2.0% in CASM ex-fuel to US\$6.14. The CASM ex-fuel increase mainly reflects the negative impacts in utilization from AOGs related to the Pratt & Whitney GTF reliability issues.

Operating Profit stood at US\$185 million for the year, reflecting a normalization from a high comparison base in 2024, resulting in an EBIT margin of 7.8%.

Net Income was US\$52 million for the year, with a net margin of 2.2%.



Financial Debt

US\$ Million	Dec 2025	Dec 2024	% Var
Total Debt	1,305	734	77.8%
Lease liabilities	1,502	1,655	-9.2%
Total Adj. Debt	2,807	2,388	17.5%
Cash & cash equivalents ¹	786	820	-4.1%
Net Adj. Debt²	2,021	1,568	28.9%
Net Adj. Debt / LTM EBITDAR	2.3x	1.5x	0.9x
Cash / LTM Total Operating Revenue	33.1%	32.0%	1.1pp

(1) Cash and cash equivalents as of December 31, 2025, are presented in accordance with the IFRS 9 amendment, under which cash in transit is classified within accounts receivable and other receivables. Prior periods have not been adjusted for comparability.

(2) Net Adj. Debt: Total Debt (includes lease liabilities) – Cash & Cash equivalents.

Total Adj. Debt was US\$2,807 million, reflecting US\$1,305 million of financial debt and US\$1,502 million of lease liabilities.

Total Cash and Cash Equivalents stood at US\$786 million, representing 33.1% of LTM revenues, with a net leverage of 2.3x.

Fleet

Aircraft*	Dec 2025	Sep 2025	Jun 2025	Mar 2025	Dec 2024
Airbus 320ceo	32	31	29	28	28
Airbus 320neo	27	25	25	25	22
Airbus 321ceo	11	10	10	10	10
Airbus 321neo	34	33	32	30	30
EoP Total Fleet	104	99	96	93	90
A321 %	43.3%	43.4%	43.8%	43.0%	44.4%
Neo %	58.7%	58.6%	59.4%	59.1%	57.8%

*Total Fleet at EoP excludes short term leases (ACMLs)

During 4Q 2025, we added 5 net aircraft (1 Airbus 320ceo, 2 Airbus 320neo, 1 Airbus 321ceo, and 1 Airbus 321neo), and 14 net aircraft (4 Airbus 320ceo, 5 Airbus 320neo, 1 Airbus 321ceo, and 4 Airbus 321neo) compared to December 2024. Our fleet ended 4Q 2025 with an average age of 7.6 years.

During 4Q 2025, we had an average of 26.0 A320neo family aircraft on ground related to the Pratt & Whitney GTF engines reliability issues. To mitigate the impact of the P&W engine recall on our network, we are extending leases, taking contracted new deliveries, and sourcing short- and medium-term capacity.

Hedging

As of December 31, 2025, Viva has jet fuel and FX hedging to mitigate volatility and price shifts. We hedged 7.7% of our expected jet fuel for 2026 and, as for FX, our hedging is equivalent to 35.6% of our projected exposure for 2026.



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Recent Developments

In December 2025, Viva and Controladora Vuela Compañía de Aviación, S.A.B. de C.V. ("Volaris") announced the proposed formation of a new Mexican airline group aimed at expanding access to affordable air travel across the region and strengthening the Mexican aviation industry. The airline group would enable two ultra-low-cost operators with complementary networks and shared customer value propositions to broaden access to point-to-point travel solutions, while retaining their independent operating certificates and brands, preserving existing passenger options. The proposed transaction was unanimously approved by the Board of Directors of Viva and Volaris. Closing is expected in 2026, subject to customary regulatory approvals, Volaris shareholders' vote and other customary closing conditions. For more information, please visit www.anunciovivayvolaris.com.

Change in Reporting Currency to U.S. Dollar

In 2020, Viva determined that its functional currency was the U.S. Dollar. Effective October 1st, 2022, Viva decided to change its reporting currency from Mexican Pesos ("MX\$") to U.S. Dollar ("US\$") based on International Accounting Standard 21, "*The Effects of Changes in Foreign Exchange Rates*" ("IAS 21") under International Financial Reporting Standards ("IFRS"), having the authorization of Grupo Viva Aerobus, S.A. de C.V. Board of Directors, considering the previous favorable opinion of the Audit Committee. KPMG's auditors letter acknowledges Viva's change in reporting currency to comply with the Comisión Nacional Bancaria y de Valores ("CNBV") requirements.

Viva believes that the use of the U.S. Dollar for the reporting of its consolidated financial information will improve and facilitate the analysis of its consolidated financial statements for a wide range of users (rating agencies, analysts, investors, and creditors, among others).



Forward-looking Statements

This earnings release includes forward-looking statements. Viva has based these forward-looking statements largely on its current expectations and projections about future events and financial trends affecting the financial condition of Viva business. Forward-looking statements should not be read as a guarantee or assurance of future performance or results and will not necessarily be accurate indications of the times at, or by, which such performance or results will be achieved. Forward-looking statements are based on information available at the time those statements are made and/or management's good faith belief as of that time with respect to future events and are subject to risks and uncertainties that could cause actual performance or results to differ materially from those expressed in or suggested by the forward-looking statements. Important factors that could cause such differences include, but are not limited to, the competitive environment in Viva's industry, including those arising from non-air travel substitutes; ability to respond to global health crises, such as the COVID-19 pandemic, as well as the potential outbreak of other diseases and pandemics; ability to keep cost low, consistent with our ultra-low-cost carrier ("ULCC") model; changes in Viva's fuel cost, the effectiveness of Viva fuel cost, hedges and Viva's ability to hedge fuel costs through options, swaps and other financial instruments; the impact of Mexican and worldwide economic conditions on customer travel behavior; actual or threatened terrorist attacks, global instability and potential U.S. military actions or activities; ability to generate non-ticket revenues; external conditions, including weather conditions and natural disasters; air traffic congestion; ability to maintain slots in the airports that we operate and service provided by airport operators; ability to operate at new airports on terms that are consistent with our business strategy and ULCC model; the ability of Viva and Allegiant to obtain regulatory approval from all requisite regulators in order to realize the potential benefits of the alliance; the ability of Viva and Volaris to obtain regulatory approvals from all requisite regulators in order to consummate the proposed formation of a new Mexican airline group and to realize the potential benefits thereof; labor disputes, employee strikes and other labor-related disruptions, including in connection with our negotiations with our union; loss of any of our key personnel and ability to attract and retain qualified personnel; aircraft-related fixed obligations; dependence on cash balances and operating cash flows; aircraft maintenance costs; reliance on automated systems and the risks associated with changes made to those systems; use of personal data and the effect of potential data privacy breaches and cyber-attacks; government regulation, changes in laws and interpretation and supervision of compliance thereof and ability to comply with applicable law; maintaining and renewing permits and concessions; Viva's ability to execute Viva's growth strategy; operational disruptions; Viva's indebtedness; Viva's liquidity; Viva's reliance on third-party vendors and partners; reliance on a single jet fuel provider in Mexico; an aircraft accident or incident; aircraft and engine suppliers; changes in the Mexican market; insurance costs; and costs to comply with environmental regulations; and currency fluctuations, especially the devaluation and depreciation of the Mexican peso.

In addition, in this press release, the words "believe", "may", "estimate", "continue", "anticipate", "intend", "expect", "will", "predict", "potential" and similar expressions, as they relate to Viva, its business and its management, are intended to identify forward-looking statements. Similarly, statements describing Viva's objectives, plans or goals, or actions Viva may take in the future, are forward-looking. In light of these risks and uncertainties, the forward-looking events and circumstances discussed in this press release may not occur and actual results could differ materially from those anticipated or implied in the forward-looking statements.

All forward-looking statements attributable to Viva or persons acting on its behalf are expressly qualified in their entirety by the cautionary statements set forth above. Forward-looking statements speak only as of the date of this press release. You should not put undue reliance on any forward-looking statements. Viva assumes no obligation to update forward-looking statements to reflect actual results, changes in assumptions or changes in other factors affecting forward-looking information, except to the extent required by applicable law. If Viva updates one or more forward-looking statements, no inference should be drawn that Viva will make additional updates with respect to those or other forward-looking statements.



Glossary

ASMs: Stands for "available seat miles" and represents the number of seats available for passengers multiplied by the number of miles.

Average operating aircraft utilization is calculated by **block hours per aircraft per day**, meaning the total number of block hours divided by the average operating fleet and divided by the number of days in the period.

Average total aircraft utilization is calculated by **block hours per aircraft per day**, meaning the total number of block hours divided by the average total fleet and divided by the number of days in the period.

CASM: Stands for "cost per available seat mile" and represents total operating expenses divided by available seat miles (ASMs).

CASM ex-fuel: Represents total operating expenses excluding fuel expense divided by available seat miles (ASMs).

EBITDA: Stands for "Earnings before interest, taxes, depreciation and amortization" and it is calculated as consolidated Net Income (loss) for the year adding back income taxes, financial income and financial costs and depreciation and amortization. Financial income includes interest income on cash and cash equivalents, interest paid by related parties and exchange gains. Financial costs include interest expense on financial liabilities, interest on lease liabilities, valuation of financial instruments and exchange loss. EBITDA is a non-International Financial Reporting Standards ("IFRS") financial measure. A non-IFRS financial measure is generally defined as one that purports to measure financial performance but excludes amounts that would not be so adjusted in the most comparable IFRS measure.

EBITDAR: Stands for "Earnings before interest, taxes, depreciation, amortization and rent expense" and it is calculated as consolidated net income (loss) for the year adding back income taxes, financial income and financial costs, depreciation and amortization, and leases. EBITDAR is a non-IFRS financial measure, as defined above.

Load Factor: Represents the number of miles flown by scheduled passengers (RPMs) divided by scheduled available seat miles (ASMs) and expressed as a percentage.

TRASM: Stands for "total operating revenue per available seat mile" and represents our total operating revenue divided by our total available seat miles.

RPMs: Stands for "revenue passenger miles" and represents the number of miles flown by passengers.

Passengers: Customers who purchased their plane ticket to fly during the month referred in the report, regardless of whether they flew or not.

Yield: Defined as total operating revenues divided by revenue passenger miles (RPMs).

*Starting on January 1, 2020, the Company determined the US Dollar (USD) as its functional currency.
Starting October 1, 2022, the Company determined the US Dollar (USD) as its reporting currency.*



Financial and Operational Indicators

Financial and Operational Indicators

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries

Three-month period ended December 31, 2025 and 2024

(Financial Information in Thousands of U.S. Dollars, unless otherwise stated)

Financial and Operational Indicators	4Q 2025	4Q 2024	% Var
Total operating revenue	680,427	668,714	1.8%
EBITDAR	283,477	283,203	0.1%
EBITDAR margin	41.7%	42.4%	-0.7pp
EBITDA	229,849	264,617	-13.1%
EBITDA margin	33.8%	39.6%	-5.8pp
Traffic Metrics			
ASMs (millions)	6,481	6,207	4.4%
Domestic	5,198	4,998	4.0%
International	1,283	1,209	6.1%
RPMs (millions)	5,507	5,406	1.9%
Domestic	4,523	4,422	2.3%
International	983	984	0.0%
Load Factor (scheduled, RPM/ASM)	85.2%	87.4%	-2.1pp
Domestic	87.0%	88.6%	-1.6pp
International	77.6%	82.0%	-4.4pp
Booked Passengers (thousands)	7,840	7,452	5.2%
Domestic	6,992	6,587	6.1%
International	848	865	-1.9%
Operating Metrics			
TRASM (US cents)	10.50	10.77	-2.6%
CASM (US cents)	8.95	8.55	4.7%
CASM ex-fuel (US cents)	6.32	5.88	7.5%
CASM fuel (US cents)	2.62	2.67	-1.6%
Fare per Passenger (US\$)	48.7	50.8	-4.2%
Ancillary per Passenger (US\$)	38.1	38.9	-2.1%
Total Revenue per Passenger (US\$)	86.8	89.7	-3.3%
Total Revenue per Seat (US\$)	74.2	78.2	-5.1%
Total Cost per Seat (US\$)	63.2	62.0	1.9%
Total Cost ex-fuel per Seat (US\$)	44.7	42.7	4.6%
Seats (thousands)	9,176	8,554	7.3%
Average Stage Length (miles)	705	723	-2.5%
Sectors	45,328	43,002	5.4%
Block Hours	92,041	88,399	4.1%
Average Operating Aircraft Utilization (Block Hours)	12.1	12.3	-1.9%
Average Total Aircraft Utilization (Block Hours)	8.3	8.8	-5.7%
Fuel gallons consumed (millions)	67.0	71.1	-5.8%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	2.12	2.08	1.9%
Average exchange rate ² (US\$/MX\$)	18.32	20.07	-8.7%
EoP exchange rate ² (US\$/MX\$)	17.97	20.27	-11.4%

(1) Bloomberg - JETIGCPR Index

(2) Banxico



Financial and Operational Indicators

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries

Twelve-month period ended December 31, 2025 and 2024

(Financial Information in Thousands of U.S. Dollars, unless otherwise stated)

Financial and Operational Indicators	12M 2025	12M 2024	% Var
Total operating revenue	2,376,369	2,564,884	-7.3%
EBITDAR	873,472	1,077,423	-18.9%
EBITDAR margin	36.8%	42.0%	-5.3pp
EBITDA	701,506	957,732	-26.8%
EBITDA margin	29.5%	37.3%	-7.8pp
Traffic Metrics			
ASMs (millions)	24,870	23,358	6.5%
Domestic	20,082	19,122	5.0%
International	4,788	4,236	13.0%
RPMs (millions)	21,303	20,296	5.0%
Domestic	17,581	16,919	3.9%
International	3,722	3,378	10.2%
Load Factor (scheduled, RPM/ASM)	86.0%	87.3%	-1.3pp
Domestic	87.6%	88.7%	-1.0pp
International	79.1%	81.0%	-1.9pp
Booked Passengers (thousands)	29,957	27,695	8.2%
Domestic	26,714	24,784	7.8%
International	3,243	2,910	11.4%
Operating Metrics			
TRASM (US cents)	9.56	10.98	-13.0%
CASM (US cents)	8.81	8.90	-1.0%
CASM ex-fuel (US cents)	6.14	6.02	2.0%
CASM fuel (US cents)	2.67	2.88	-7.3%
Fare per Passenger (US\$)	41.8	52.1	-19.8%
Ancillary per Passenger (US\$)	37.6	40.5	-7.3%
Total Revenue per Passenger (US\$)	79.3	92.6	-14.3%
Total Revenue per Seat (US\$)	68.2	80.4	-15.2%
Total Cost per Seat (US\$)	62.9	65.2	-3.6%
Total Cost ex-fuel per Seat (US\$)	43.8	44.1	-0.6%
Seats (thousands)	34,833	31,884	9.3%
Average Stage Length (miles)	711	729	-2.4%
Sectors	173,168	159,558	8.5%
Block Hours	353,167	329,929	7.0%
Average Operating Aircraft Utilization (Block Hours)	12.2	12.2	0.2%
Average Total Aircraft Utilization (Block Hours)	8.4	8.8	-5.5%
Fuel gallons consumed (millions)	265.4	255.7	3.8%
Macro Figures			
Average jet fuel ¹ (US\$/gal)	2.11	2.34	-9.8%
Average exchange rate ² (US\$/MX\$)	19.23	18.30	5.1%
EoP exchange rate ² (US\$/MX\$)	17.97	20.27	-11.4%

(1) Bloomberg - JETIGCPR Index

(2) Banxico



Financial Statements

Income Statement

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Comprehensive Income

Three-month period ended December 31, 2025 and 2024

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	4Q 2025	4Q 2024	% Var
Passenger revenue	381,872	378,869	0.8%
Ancillary revenue	298,555	289,845	3.0%
Total operating revenue	680,427	668,714	1.8%
Other income	-65,895	-29,917	120.3%
Fuel	170,078	165,472	2.8%
Depreciation and amortization	129,392	126,559	2.2%
Landing, takeoff and navigation expenses	78,007	69,582	12.1%
Wages, salaries, and other benefits	95,781	80,680	18.7%
Operational support expenses	35,327	32,958	7.2%
Marketing and distribution expenses	37,075	33,958	9.2%
Maintenance	45,074	29,162	54.6%
Leases	53,628	18,586	188.5%
Other expenses	1,503	3,616	-58.4%
Total operating expenses	579,970	530,656	9.3%
Operating profit	100,457	138,058	-27.2%
<i>EBIT Margin</i>	14.8%	20.6%	-5.9pp
Financial Income	32,142	16,352	96.6%
Financial costs	-57,937	-54,553	6.2%
Total finance costs, net	-25,795	-38,201	-32.5%
Income before income tax	74,662	99,857	-25.2%
<i>EBT Margin</i>	11.0%	14.9%	-4.0pp
Income tax	18,431	32,195	-42.8%
Net income	56,231	67,662	-16.9%
<i>Net income margin</i>	8.3%	10.1%	-1.9pp



Income Statement

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Comprehensive Income

Twelve-month period ended December 31, 2025 and 2024

(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	12M 2025	12M 2024	% Var
Passenger revenue	1,251,178	1,443,138	-13.3%
Ancillary revenue	1,125,191	1,121,746	0.3%
Total operating revenue	2,376,369	2,564,884	-7.3%
Other income	-170,210	-136,815	24.4%
Fuel	664,320	673,159	-1.3%
Depreciation and amortization	516,595	472,607	9.3%
Landing, takeoff and navigation expenses	289,340	280,925	3.0%
Wages, salaries, and other benefits	332,991	306,591	8.6%
Operational support expenses	126,542	104,573	21.0%
Marketing and distribution expenses	129,332	118,182	9.4%
Maintenance	126,954	134,606	-5.7%
Leases	171,966	119,691	43.7%
Other expenses	3,628	6,240	-41.9%
Total operating expenses	2,191,458	2,079,759	5.4%
Operating profit	184,911	485,125	-61.9%
EBIT Margin	7.8%	18.9%	-11.1pp
Financial Income	96,542	74,504	29.6%
Financial costs	-212,607	-246,700	-13.8%
Total finance costs, net	-116,065	-172,196	-32.6%
Income before income tax	68,846	312,929	-78.0%
EBT Margin	2.9%	12.2%	-9.3pp
Income tax	16,861	85,463	-80.3%
Net income	51,985	227,466	-77.1%
Net income margin	2.2%	8.9%	-6.7pp

(1) Our consolidated financial statements for the period ended December 31, 2025, are not yet available. These figures are preliminary, based on the information available to us as of the date of this earnings release, and are subject to change. Our actual results may vary from these estimated preliminary results presented here due to the completion of our financial closing procedures, final adjustments and other developments that may arise between now and the time the financial results and the review procedures for the period ended December 31, 2025, are finalized.



Balance Sheet

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Financial Position
As of December 31, 2025 and December 31, 2024
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	Dec 2025	Dec 2024	% Var
Cash and cash equivalents	786,394	820,250	-4.1%
Derivative financial instruments	0	22,477	-100.0%
Accounts receivables and other	184,488	41,176	348.0%
Related parties	172,135	4,378	3831.8%
Inventories	37,709	30,591	23.3%
Guarantee deposits and prepaid expenses	62,080	62,759	-1.1%
Total current assets	1,242,806	981,631	26.6%
Restricted cash	50,825	3,260	1459.0%
Related parties	0	148,360	-100.0%
Long-term advance payments for maintenance	6,179	11,232	-45.0%
Operating equipment, furniture and equipment	1,133,583	812,211	39.6%
Right of use assets	1,276,737	1,443,994	-11.6%
Intangible assets	20,839	13,737	51.7%
Guarantee deposits and prepaid expenses	308,877	235,051	31.4%
Deferred income taxes	216,852	187,479	15.7%
Derivative financial instruments	0	21	-100.0%
Total assets	4,256,698	3,836,976	10.9%
Loans	186,756	174,214	7.2%
Derivative financial instruments	19,989	12,195	63.9%
Lease liabilities	239,581	346,612	-30.9%
Trade accounts payable	122,412	168,879	-27.5%
Accrued liabilities	230,249	190,898	20.6%
Provisions	160,275	155,711	2.9%
Employee statutory profit sharing	15,791	31,738	-50.2%
Related parties	738	221	233.9%
Air traffic liability	189,111	216,326	-12.6%
Advances for services	33,012	36,718	-10.1%
Total current liabilities	1,197,914	1,333,512	-10.2%
Loans	1,117,998	559,422	99.8%
Lease liabilities	1,262,650	1,307,906	-3.5%
Derivative financial instruments	6,563	1,553	322.6%
Provisions	458,985	298,195	53.9%
Employee benefits	3,107	1,946	59.7%
Total liabilities	4,047,217	3,502,534	15.6%
Capital stock	51,866	51,866	0.0%
Legal reserve	10,373	9,339	11.1%
Compound instrument	8,263	8,263	0.0%
Share subscription reserve	-121	-121	0.0%
Additional paid in capital	16,461	12,867	27.9%
Other equity accounts	-2,316	-2,316	0.0%
Retained earnings	145,277	246,902	-41.2%
Accumulated comprehensive income	-20,322	7,642	N/A
Total stockholders' equity	209,481	334,442	-37.4%
Total liabilities and stockholders' equity	4,256,698	3,836,976	10.9%

(1) Our consolidated financial statements for the period ended December 31, 2025, are not yet available. These figures are preliminary, based on the information available to us as of the date of this earnings release, and are subject to change. Our actual results may vary from these estimated preliminary results presented here due to the completion of our financial closing procedures, final adjustments and other developments that may arise between now and the time the financial results and the review procedures for the period ended December 31, 2025, are finalized.



Cash Flow

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Cash Flows
Three-month period ended December 31, 2025 and 2024
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited)	4Q 2025	4Q 2024	% Var
Net cash flow from operating activities	189,810	258,975	-26.7%
Net cash flow from (used in) investing activities	-167,084	-134,519	24.2%
Net cash flow from (used in) financing activities	195,905	-148,296	N/A
Increase (decrease) in cash and equivalents	218,631	-23,840	N/A
Cash and cash equivalents at beginning of period	567,763	844,090	-32.7%
Cash and cash equivalents at end of period	786,394	820,250	-4.1%

During 4Q 2025, the total cash outflows for lease payments amounted to US\$121 million. Lease payments are reflected in the net cash flow used in financing activities.

Grupo Viva Aerobus, S.A. de C.V. and Subsidiaries
Consolidated Statement of Cash Flows
Twelve-month period ended December 31, 2025 and 2024
(Thousands of U.S. Dollars)

US\$ Thousand (unaudited) ¹	12M 2025	12M 2024	% Var
Net cash flow from operating activities	563,624	891,845	-36.8%
Net cash flow from (used in) investing activities	-435,689	-551,095	-20.9%
Net cash flow from (used in) financing activities	-161,791	-404,100	-60.0%
Increase (decrease) in cash and equivalents	-33,856	-63,350	-46.6%
Cash and cash equivalents at beginning of period	820,250	883,600	-7.2%
Cash and cash equivalents at end of period	786,394	820,250	-4.1%

(1) Our consolidated financial statements for the period ended December 31, 2025, are not yet available. These figures are preliminary, based on the information available to us as of the date of this earnings release, and are subject to change. Our actual results may vary from these estimated preliminary results presented here due to the completion of our financial closing procedures, final adjustments and other developments that may arise between now and the time the financial results and the review procedures for the period ended December 31, 2025, are finalized.

During 2025, the total cash outflows for lease payments amounted to US\$498 million. Lease payments are reflected in the net cash flow used in financing activities.